Maryland Historical Trust
Maryland Inventory of
Historic Properties Form

Inventory No. AA-2390

1. Name of Property (indicate preferred name)

historic: Chesapeake 20 "*Stormy*"

other:

2. Location

street and number: West River Sailing Club, 4800 Riverside Drive, PO Box 268 __ not for publication

city, town: Galesville, MD 20765 __ vicinity

county: Anne Arundel

3. Owner of Property (give names and mailing addresses of all owners)

name: Theodore Weihe

street and number: 4839 Yorktown Blvd. telephone: 571-228-5939

city, town: Arlington state: VA zip code: 22207

4. Location of Legal Description

courthouse, registry of deeds, etc. N/A liber: folio:

city, town: tax map: tax parcel: tax ID number:

5. Primary Location of Additional Data

_____ Contributing Resource in National Register District
_____ Contributing Resource in Local Historic District
_____ Determined Eligible for the National Register/Maryland Register
_____ Determined Ineligible for the National Register/Maryland Register
_____ Recorded by HABS/HAER
_____ Historic Structure Report or Research Report at MHT
__X__ Other: Chesapeake 20 Fleet Archives, Hartge Nautical Museum, & Anne Arundel County P&Z, Cultural Resources Division.

6. Classification

Category	Ownership	Current Function		Resource Count	
				Contributing	Noncontributing
_____district	_____public	_____agriculture	_____landscape	_____	_____ buildings
_____building(s)	__X__private	_____commerce/trade	__X__recreation/culture	_____	_____ sites
_____structure	_____both	_____defense	_____religion	__1__	_____ structures
_____site		_____domestic	_____social	_____	_____ objects
__X__object		_____education	__X__transportation	__1__	_____ Total
		_____funerary	_____work in progress		
		_____government	_____unknown		
		_____health care	_____vacant/not in use		
		_____industry	_____other:		

Number of Contributing Resources previously listed in the Inventory _____

7. Description

Inventory No. AA-2390

Condition

X excellent	___ deteriorated
___ good	___ ruins
___ fair	___ altered

Prepare both a one paragraph summary and a comprehensive description of the resource and its various elements as it exists today.

The Chesapeake 20 "*Stormy*" was built in 1939 by Captain Dick Hartge, a well-known local boat builder in the West River, Anne Arundel County, MD. This boat was one of the first in a class of vessels designed specifically for recreational sailboat racing in the middle Bay region. Chesapeake 20s are commonly recognized by their size, form, large sail area and traditional rig, features that were developed in direct response to traditionally light winds and smooth waters of the Chesapeake's tributary rivers. The boats' design and engineering is a function of the environment where the boats were raced, and a result of a unique transition in boat building traditions witnessed in the middle Chesapeake between the 1930s through the 1950s. This concept of a 20 foot racing boat adapted for the region's sailing environement was born in the 1920s, developed in the 1930s, becoming an officially sanctioned class in 1939. The class grew in popularity and size throughout the rest of the 20th century, with nearly 90 of these boats being built; Seventy-five of them were wooden, and many of those were built by Captain Dick Hartge of the West River. Resurgence in interest over the past decade, and the restoration of many of the older boats means that Chesapeake 20s remains a viable racing class today. Class representatives are committed to sharing this boats Chesapeake heritage with the public through restoration, exhibition regattas and partnerships with local maritime museums.

The vessel is 20 feet long (15'7' at the waterline) with a sail area of 250 sq. ft., and a beam of 6'7". The mast is 33'6" tall and the boom is 12'. The mast has two spreaders. Both mast and boom were laminated from Sitka spruce, a feature that survives today. The centerboard and rudder were assembled from a hard wood; most likely mahogany, and the boat was finished off with varnished mahogany for the cockpit coaming, the boomkin and the tiller. The boat has a two sail plan, with a large mainsail, and small fractional jib as a foresail. A unique feature of the Chesapeake 20s is the boomkin, an extension off the back of the boat, which accommodates the backstay (the standing rigging that runs from the mast head to the aft rail of the boat for mast stability.) The oversized sail plan of a Chesapeake 20 requires this extension to the hull of the boat to allow the mainsail to freely clear the backstay during tacks and gybes.

The Chesapeake 20, much like the National Register listed fleet of Log Canoes, is 'over canvassed,' meaning that in moderate winds (around 10 knots) the boat heels over very quickly. 'Over canvassing' is in direct response to the traditional light air of the Bay. The boats stability is reliant upon the 150 pound centerboard, and 50 pounds of lead in the keel. The careful shifting and trim of crew weight is an integral component of keeping the Chesapeake 20 upright when the breeze comes up, and was well suited for several crew members. During most of the Chesapeake 20s history, the boats were sailed by up to five crew members, often comprised of entire families. Trapezes were added in the 1980s to allow for fewer crew to efficiently sail the boat, by being able to extend their body weight outboard for more leverage against the sail plan.

Stormy was one of the first "production boats" built in the tradition of the Chesapeake 20, and retains many of its original features today. As with any wooden boat, repairs and restoration are an ongoing effort, one that began as soon as she was launched. "*Stormy*" is an excellent representative of the class of boats that became formally sanctioned as the Chesapeake 20 in 1939. Though technical in nature, design features found on *Stormy* that made for a faster racing boat include a rounded hull bottom, and a wider transom and bow profile than previous 20 footers, which allowed her more stability, thus the ability to more efficiently carry additional sail. "*Stormy*" as all of the other Chesapeake 20s, has a built in drawer located aft under the deck, so that daysailers have a place to stow their gloves, personal items and emergency repair gear.

***Stormy*'s Pedigree**

Stormy's basic design has proven the intransience of Hartge's design efforts as she has won numerous races and a number of class championships over the years, including the Chesapeake Bay Yacht Racing Association High Point trophies in 1968-69. *Stormy* was once part of the Annapolis fleet of Chesapeake 20s, and has been owned by John Kramer and Mike Lawlor. In 1974, a week before Captain Dick Hartge's 80th birthday, he borrowed *Stormy*, and won the Oscar Hartge Trophy at the annual West River Sailing Club regatta. Restoration efforts to *Stormy* were undertaken by Bert Sachse and Drew Kramer in 1999, including a centerboard gasket to reduce disturbance in the centerboard, fitting upgrades, a carefully faired hull, a more efficient rudder, bailers for dry land storage and for removal of bilge water while racing. Sachse and Kramer also restored the transom, floorboards and refinished/ repainted the hull and brightwork (aka woodwork.) The 1999 modifications have not adversely impacted the vessels historic form or materials, and refurbishment efforts have restored the boat to make her seaworthy and safe. Today, *Stormy* is owned by Ted Weihe and has been brought back to the racing scene. Additional upgrades were made to in 2006/7 including running and standing rigging. These efforts have been rewarded as this restored 1939 boat continues to be completive in active Chesapeake 20 Fleet racing today.

While *Stormy* is a typical example of the prototype early Chesapeake 20 tradition, to better understand the research and development that resulted in the construction of *Stormy* and her three sister ships, along with more than 200 class boats built over the next forty years, an understanding of the genesis of the Chesapeake 20 class is needed. The beginnings of the class, its role in the regions commercial and industrial maritime history, and its impact upon the regions social history is explored below in the statement of significance.

Construction methods

Stormy was constructed using typical boat building methods of the era. The first parts of the actual boat to be shaped were the stem, the keel, and the transom. The stem was shaped from solid white oak and the keel was cut from a white oak or mahogany plank. The transom was built up with mahogany boards and then cut to shape. The stem and transom were temporarily attached to the hull form and then the keel was laid over the form on the centerline and fastened to the stem at the bow and the transom at the stern. A cheer clamp about 1" thick was installed along the sheer line of the molds on each side and run from stem to transom. The next step was to form and install the frames. Frames were white oak strips in sections that were steamed until limber and bent over the ribands across the width of the boat. One end was fastened to the keel and the other end fastened to sheer clamp. They were spaced about 9" apart on each side from boat to stern. After framing was complete the planking was fastened over the framing. Planking was clear white cedar about ½" thick and varying in width about 2" to 3" to accommodate the change in shape at different points on the hull. Planks were fastened to the stem, keel, transom and frames with screws. When the planking was finished the completed hull was removed from the form and mounted right side up to build the interior and the decking.

The interior parts had to be individually cut, fit and fastened into place. These included the centerboard trunk, floor frames, floor boards, mast step, chain plate mountings and other small items. Most of these would have been shaped from white oak or ash. Deck framing would be followed by fitting the frames side to side about 9" apart with a plank running fore and aft along the centerline of the boat. Bracing from the deck frames to the floor was used where needed. The framing was also fastened into the top of the centerboard trunk giving lateral support to the trunk and creating a rigid structure for the whole boat. Deck framing was most likely spruce, cedar, pine, or any readily available and light weight timber. The deck was planked with cedar about ½" thick or less on early boats such as *Stormy*. Later builds used marine plywood which was faster to build and produced a stronger boat.

8. Significance

Inventory No. AA-2390

Period	Areas of Significance	Check and justify below		
__ 1600-1699	__ agriculture	__ economics	__ health/medicine	__ performing arts
__ 1700-1799	__ archeology	__ education	X industry	__ philosophy
__ 1800-1899	__ architecture	X engineering	__ invention	__ politics/government
X 1900-1999	__ art	X entertainment/ recreation	__ landscape architecture	__ religion
__ 2000-	X commerce	__ ethnic heritage	__ law	__ science
	__ communications	__ exploration/ settlement	__ literature	X social history
	__ community planning		X maritime history	X transportation
	__ conservation		__ military	__ other: ____

Specific dates 1939-1965- present **Architect/Builder** Captain Dick Hartge

Construction dates 1939

Evaluation for:

_____ National Register _____Maryland Register _____not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance projects, complete evaluation on a DOE Form – see manual.)

Summary Statement of Significance

"*Stormy*" is an excellent representative of the class of boats that became formally sanctioned as the Chesapeake 20 in 1939. The Chesapeake 20 was one of the first "developmental" classes of racing sailboats found in the Chesapeake Bay and as such provides a unique a valuable perspective on the Middle Chesapeake maritime history, specifically this industry's role in providing recreational vessels in the early 20th century. As the boats were built in an active commercial boat yard on the West River, the vessel also provides insights into how the maritime trades, specifically boat building, engineering and design evolved during this era, and how such efforts contributed to local commerce. The development and construction of a recreational sailboat heralded a shift in clientele for marine tradesmen in the region, as the construction and maintenance of recreation vessels began to eclipse the commercial workboats of the early 20th century. The design of the Chesapeake 20 developed over several decades, in response to the environment of the Middle Chesapeake, and in response to the changing arena of boat design and construction. The Chesapeake 20s became such a popular racing class that Hartge's boatyard and others built over 200 boats between the late 1930s and the 1950s.

The boat is historically significant under National Register Criteria A, as the Chesapeake 20s engineering, development, construction, and use throughout of the mid-20th century belays several important historic trends in Maryland and the larger Chesapeake region. The vessel *Stormy* is one of several surviving examples of this boat, which tell a story of boat design specific to the middle Chesapeake Bay region. The boat was pivotal in redefining a maritime community in the mid 20th century, one that was changing from a traditional commercial industry to one that catered to recreational vessels and their clientele.

The boat is significant as it symbolizes the increasingly popular past time of organized sailboat racing in the region, a trend that supported the creation of local yacht clubs in the 1930s and 40s. These clubs were not only social or recreational in nature, but established a social relationship for residents who appreciated the Bay as a recreational space, changing the modern perception of the waterways. Where once the local residents saw the Bay as a means to make a living or as transportation corridor, this shift towards recreational sailboat racing led many to see the shores and bounty of the Bay as a playground. This shift in perception in the mid-century created the significant maritime industry that thrives throughout the Chesapeake Bay today.

Stormy is also significant under National Register Criteria C, for its design and construction features. As is discussed at length below, the Chesapeake 20 form was an engineering development to which builder and designer Captain Dick Hartge brought his years of traditional boat building experience to the table. He, along with other builders of the era saw exciting new potential in applying the round bottomed hull form, and implementing more technical construction techniques, including the nascent tradition of "production builds". The round bottomed boat design evolved from the easier to build, but less weatherly "V-bottomed" hull designs seen in the preceding decades. Maritime historian Howard Chapelle notes that the round bottom hull is more difficult to build, and he does not recommend it for "amateur builders". Up until the early 20th century, smaller boats were often homemade creations, constructed by untutored or self-taught builders. Thus this transition from amateur V- bottom designs to round bottom designs is representative of the transition toward more professionalized boat design and building, eclipsing what had been a more "local" approach to boat

construction. Recreational sailboat design became more professionalized, and more systematic in the 1940s and 1950s, and the round bottom hull became the predominate form still seen today.

As the Chesapeake 20 boat design was solidified, Hartge undertook "production builds" and Stormy was one of the first four boats built at the same time, off of the same design. "Production builds" for boats, though a common practice today, was not that well established as a commercial practice in the early 20th century. Mass production of the same boat established a racing phenomenon known as "one-design racing." The one design approach of the Chesapeake 20s was also utilized by contemporaneous fleets including the Penguin, the Hampton, and the Lightening. Other "imported" designs such as the Comet, the International 14, and the Star Boat (all non-Bay built designs established in the first two decades of the 20th century) launched the one design tradition, Chesapeake 20s were one of the first sailboat fleets in the Bay to take this approach.

Maritime History and Engineering:

Building upon a traditional V-bottomed boat design popularized in the 1920s, local boat builders, such as Dick Hartge, experimented with designing and building recreational racing vessels during the 1920s and 30s. The designer and builder of "*Stormy*," Captain Ernest "Dick" Hartge, was in fact a pioneering force in boat design. His boat building efforts in Galesville changed how designers and yachtsmen looked at the boats, and as a result, his efforts changed how people would spend their free time.

Hartge built a full range of sailing and power boats in his West River yard, following in a strong family tradition of boat building, which was launched when the Hartge Family patriarch Emile moved his piano business from Baltimore to his newly acquired land in Shadyside. Emile soon became a proficient boat builder, and his sons, Dick and Oscar followed in the tradition. Dick Hartge took over the family yacht yard in 1925, and built variants of small sailing vessels, including bateaux's (flat bottomed,) the hard-chine double-ender Albatross class, followed by the hard-chine transomed Sea Witch class, and finally the round bottom 20-footer, or the historic Chesapeake 20. His competitive nature and desire to build the fastest sailboat sparked the innovative designs, and informed the transition to a round-bottomed hull, which presents a speed advantage over V-bottom hulls, which often have hard chinned sides.

Howard Chapelle, renowned boat designer and maritime historian explores the transition from V-bottom hull forms to round-bottomed forms. He notes in his 1941 handbook "Boatbuilding" that the V-bottom hull had been most popular in the previous 30 years (ca 1910-1940) especially with amateur builders. The form, which in some power boat renditions is known as the "dead rise," were most appropriate for use in protected waters. When compared to its precursor, the flat bottomed boat, the "dead rise" possessed improved windward qualities. Chapelle warns that the chine of the boats hull (the straight sides) is an important factor to consider in the design.

Round-bottomed designs, while more challenging for amateur boat builders to execute, offer a hull form that has notable advantages in a competitive sailing class as the form simply moves through the water faster. As professional boat-builders such as Hartge became more involved in design and construction of recreational vessels, the shift toward more difficult to build round bottom forms began in the early 20th century. Rounded bottom forms do make a boat less stable, and potentially easier to capsize, yet the form encourages the use of ballast to balance the sail plan. Ballast can be in the form of weight in the keel or centerboard, or in the case of the competitive sailing vessels, the crew weight and placement ("hiking out") becomes a critical feature in achieving faster results. It is considered primarily a displacement hull, and today, most recreational vessels have this hull form (www.boatus.org.)

A 1932 program for the Annual Herring Bay Regatta, immediately south of the West River illustrates that in the early 1930s, the transition to the round bottom hull of the 1939 "*Stormy*" had not yet been initiated by local yachtsmen and builders. The program advertises several sailing contests, and the types of boat to be raced are defined by their hull. Along with a series of rowboat or canoe races for boys and girls, and fast fishing boat and work boat contests, the class divisions for the sailing events provide information as

to how the racers categorized their sailing vessels. The 1:30 pm race was limited to "flat bottomed boats, up to 18 feet," while the 3:00 pm race was for "v-bottom boats, 20 feet." At the Annual Herring Bay Regatta of 1932, there was no provision for the 20 foot, round bottomed, sailing race boat that would soon be born as the Chesapeake 20.

Social History and Recreation:

Local regattas offered a proven ground for these fresh new designs, where variants of small boats, with different hull forms and sail plans, could race head to head. Competition was stiff, as recalled by Leroy "Babe" Brooks, who sailed "Lucky Strike" his twenty foot dead rise (a v-bottom hull) against Capt. Dick Hartge and the nascent Chesapeake 20s in late 1930s. Regattas hosted by the West River Sailing club, the Herring Bay Club, Annapolis Yacht Club, Tred Avon Yacht Club and St Michael's Yacht Club found the fleet of boats racing against one another throughout the lazy Chesapeake summers.

Usually crewed by three to five people, such recreational yacht racing became an increasingly popular past time, as more people had the time and disposable income to support such recreational pursuits. Designs were modified and sail plans increased to provide the racing speed advantage in response to the Middle Chesapeake's riverine environment, which boasted flat water and light breezes. The shift from the V-bottom tradition of vessels of the 1920s and 30s, to the round-bottomed tradition that became the class standard on the 1940s, shows how this engineering transition became a recognized feature of faster sail boats by yachtsmen and designers alike.

While these regatta's provided a racing challenge, the interaction between yachtsmen, and the very boat designers, builders, and tradesmen that attended and supported such, events provided significant social ties and provided for an important exchange of ideas and information on uniquely Chesapeake boat designs. Fleets would travel across the Bay from event to event, with a few powerboats towing the sailboats on their own bottoms between venues. As these weekends unfolded, there was interaction between prominent boat building dynasties throughout the Middle Bay region, where they most certainly exchanged design ideas, and perhaps even secrets of their unique trade. Note that at this time, there was no Chesapeake Bay Bridge to whisk Western Shore residents to the recreational enclaves of St Michaels or Oxford as we have today. The social events accompanying the Chesapeake 20 Regatta encouraged ties between commercial and family interests on either side of the Bay.

The role of families and the waterman community evidenced in the Chesapeake 20 class is more poignant when considering the oral histories and family relationships evident in the development of the class. The boats were often "cruised" to away regattas by entire families. Tents would be crafted over the boats boom, and a family might anchor overnight on their way to events. For much of the period of significance for the Chesapeake 20, boats were crewed by families of up to five people. If not cruised under sail, the fleet would pool local resources and tow the boats by powerboat to the away regatta, a tradition that continues today. This accommodated a family approach to the recreational pursuit. In the mid 1980s, difficulty in getting crew encouraged the class to introduce the trapeze, though this shift was very controversial. A trapeze allowed as few as two crew members to efficiently sail the boat, negating the need for additional "rail meat," which for decades consisted of younger children learning the proverbial ropes. Perhaps the shift away from a core crew of family members had something to do with convincing ones entire family to "camp" on a 20-foot boat for the weekend!

While those working and living in this region saw the water in commercial terms during the late 19th and early 20th century, (for transportation and harvesting seafood), by the early 20th century there was a shift. When the powerful Weems steamboat line, established in 1818, was sold in 1905, it was the harbinger of the end of an era, when steamboats were the most efficient means to move goods and people throughout the Bay. By the turn of the century, steamboat lines increasingly made their money offering recreational excursions, day trips to the Bay's beach resorts, and stylish transportation for those that could afford an overnight berth. As evidenced by the fleeting popularity of "Bay Ridge on the Chesapeake," residents, and increasingly visitors, began to see the water, and the shores of the Chesapeake, as a venue for amusement and sport. While recreational boating no doubt began as watermen simply

used their workboats for pleasure cruising or informal sailboat races, pursuit soon became an important pastime and sport, and grew into a lucrative industry.

In 1924, the first "Star boat" was delivered to the Gibson Island Yacht squadron, establishing an active racing class of small boats designed and built in New England. Gibson Island was a center for yachting on the Bay and had a National reputation for the recreational pursuit of yachting. The Squadron inaugurated several annual regattas in the 1930s that survive on the yearly schedule today. The Annapolis Yacht Club, though established in 1886, did not truly develop its reputation as a yacht club until 1937, when the club sponsored its first "Annual Regatta." The first Annual Annapolis Yacht Club Regatta is but one example of the establishment of formalized yacht racing in the late 1930s.

Closer to the birthplace of the Chesapeake 20 on the West River, there were exciting advances in the recreational sailing scene as well. Local sailor and watermen William "Billy" Heintz, along with Chesapeake 20 builder Captain Dick Hartge, was instrumental in establishing what is today known as the West River Sailing Club. Originally formed in 1930, by local Galesville and Shadyside sailors as "OODYC" (Our Own Damn Yacht Club), this local institution changed its name to the more acceptable WRSC in 1933. Heintz served as the first and five-time Commodore of the WRSC.

As technology advanced, and a rapidly expanding economy of the early 20th century allowed more time for recreational pursuits, vessels were purpose built to provide more comforts and performance to fulfill recreational interests. It is during this era that the idea for a boat such as the Chesapeake 20 came to life. The maritime traditions that took hold in the late 1930s strongly influenced the maritime- based economy enjoyed in the region today. In the mid 1930s, while the Chesapeake 20 design was being developed by locals on the West River, Commodore "Billy" Heintz obtained plans for the "Penguin" class of boats, and began to share the plans with amateur boat builders in the area. This small boat (only 11 ft in length,) was conceived of in the incubator of sailing dinghy innovation on the West River, and Penguins remain an active international fleet of one-design boats today.

Industry and Commerce:

Several designers and builders had been experimenting with small sailboat designs in the 1920s and 30s, relying upon the tried and true V-bottom hull. Local builders turned out renditions of boats in the 15 to 20 ft range. Laurence Hartge recalls seeing at least 12 of these forerunners to the Chesapeake 20 class under construction, including the Albatross, a V-bottomed version of the Chesapeake 20, and even a 16ft version of the Chesapeake 20. He recalls that a unique feature about the tradition of building these boats was how they were always evolving.

Charles Mower, a renown naval architect from the northeast, and one time official measurer for the New York Yacht Club, drew plans for a 50' schooner which Hartge built this vessel at his yard for a wealthy New England businessman. The *Empress* was of a scale not seen before in the Hartge Yard. Though there are no other confirmed connections between Mower and the West River Hartge ard, perhaps it was the construction of this schooner in the 1920s that brought Mower to drafting plans for a 20 ft boat that could compete in the popular twenty-footer race from Annapolis to Herrington Harbor. In 1934-5, as the Country was struggling with the lingering effects of the Depression, Charles Mower scaled down plans for a 23 foot sloop to exactly 20 feet at the request of John Gregory of Shady Side. *Vanity* as she was named, was built by Gregory and Osborne "Ozzie" Owings and began consistently winning races. The first "Chesapeake 20" prototype was fast. Other Mower designed Twenties included *Babs,* and *Carls Ark.*

Over the next several years, in an effort to beat *Vanity* at her own game, Captain Hartge continued to refine the round bottom hull form inspired by the precursor Albatross and v-bottomed Chesapeake 20, building *Challenger*, then *Defender*, and finally the *Ranger*. It was *Ranger* that finally ended *Vanity's* reign on the race course. By 1939, Hartge had achieved a winning design with *Ranger*, and the Chesapeake 20 Class was officially born.

Stormy, along with three other sister ships, were "mass-produced" by Captain Dick Hartge, based upon his success with the *Ranger*, in 1939 at his boatyard on the West River. Each hull form was built over a base line drawn on the shop floor. Andrew A. Kramer of the Annapolis Banking and Trust Company provided a loan to Dick Hartge to build the first "Hartge 20s. " The Bank loan documentation in the Chesapeake 20 Archives outlines the following details about the build efforts:

> *The cost of building fourteen Hartge 20s and 6 "V-bottom" 20s under the Annapolis Banking and Trust loan included; Cedar planking ($425), plywood decking ($175), Stainless Steel wire and fittings ($1831), spruce for mast and booms ($160), Mahogany (269.75), moulds ($128), lumber for deck beams and stingers (I assume oak at $120), 2000 lbs of lead for centerboards ($160), 20 suits of sails #40 McClellan Sails ($1120) and painting and varnishing ($652). Total cost of 20 C-20s was $5,103.55. Labor is $3600 for a total of $8703.55. Price of each boat is $600. Profit is $3,296.55 (less charges for loan).*

Built to official class specifications, such contracts to build recreational vessels replaced the waning commercial workboat needs, which had been Hartge's primary bread and butter in the early 20th century. The founding of the Chesapeake 20 class in 1939 epitomized a transition in the boat building traditions of the Chesapeake. The market for local boat builders was growing beyond the commercial oysterman, crabbers, and fisherman, and the steamboats and tenders for that work. A new class of boat design and building was growing in market share. Yacht design, such as the infamous Trumpy yachts, built on Spa Creek in Annapolis, and other comparable recreational vessels, including a full suite of powerboat designs, became an increasingly important element of the boat building industry. Recreational boats began to account for more and more of the boat building market.

Nearly a dozen Chesapeake 20s were built between 1939 and 1942, with another resurgence of construction after WWII, in 1946-47. In fact, over the next decades, more than 200 "Chesapeake 20" class boats were built in the Middle Bay region. Other designers and builders beside the Hartge's got involved with the design and build of the Chesapeake 20 class, with some designers and builders inexplicably even reverting to the V–bottom design. Hull number 27 was built in Herald Harbor, on the Severn River, the highly competitive "*Gay Lady*," Hull 44 was built by Cal Bordley in Chestertown, and Paul Kirchner built several on the West River. Though Capt. Hartge was not possessive of the boat design or tradition, most Chesapeake 20s continued to be built at Hartge's Yard. Though Chesapeake 20s were most popular in the late 1930's through the 1950's, these classic boats bowed to age, maintenance and new fiberglass classes in the 1960's and later. While struggling to stay alive in the 1980s, the first of a series of all fiberglass hulls were built in 1989 and the class has enjoyed a resurgence of popularity with many rebuilt 50-plus year old wood hulls joining 11 fiberglass and two cold-molded hull. Today, class representatives know of the existence of about ½ of these of vessels.

The development of such a purpose designed racing boat was a founding precursor to what has become an enduring recreational and commercial activity in the region today. The core geographic bounds of the Chesapeake 20 are delimited by the tributaries of the middle Chesapeake, on the western shore at the West and Rhode Rivers, and on the eastern shore, within the Choptank and Miles Rivers, and extending into the Potomac River basin. These geographic bounds mark the three most active Fleets of racing boats, The Annapolis (western shore) fleet, the Potomac Fleet and the Eastern Shore fleet, centered on Oxford and St Michael's. Interestingly, the boat design, and fleet never really took hold in the northern or southern bay, making this a unique geographic phenomenon.

Transportation:

Clearly, the Chesapeake 20 is an object built specifically to move people through the water, and across rivers and creeks that define the middle Chesapeake region, thus it is of interest to a discussion on changing transportation modes in the 20th century. While the boat was inspired by competition, and purposefully designed and developed as a racing boat, it was also a mode of transportation outside of organized regattas. In the early promotional materials for the boat, the vessel was marketed as a dual purpose sailboat, suitable for use as a racing sloop, or as a day sailer. It was not only marketed as being "safe for the Family", but such a small, expedient vessel could easily be sailed solo, offered an alternative to the road systems. It provided a quick way to traverse the

dendritic tributaries of the Chesapeake Bay, and trips that would cover miles by land, might only be a few hundred yards by water. Note that on the 1860 Martenet's Map of Anne Arundel County, there are Hartge's on either side of the West River. To travel from Galesville on the western shore of the West River, to relatives on the eastern side by land would take quite some time, to clear the headwaters of the many creeks. Alternatively, someone with a small boat could arrive at the same destination in just a few minutes. Lawrence Hartge recalls that in his youth, small sail boats were equivalent to children's bikes in the subdivisions of today; they were a means to visit friends and family on other shores, to run errands or attend to chores, and for simple recreation and enjoyment of the local waterways.

9. Major Bibliographical References

Inventory No. AA-2390

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www.chesapeake20.org

www.westriversc.org

10. Geographical Data (N/A: Vessel)

Acreage of surveyed property _____

Acreage of historical setting _____

Quadrangle name DEALE, MD Quadrangle scale: 7.5 MIN.

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Verbal boundary description and justification

The Chesapeake 20 "*Stormy*" is stored on a trailer most times of the year, though during the season, the vessel is regularly raced at venues on the Chesapeake Bay including West River, Annapolis, St. Michael's and Oxford, MD. Most times, the vessel can be found in Galesville at the West River Sailing Club.

11. Form Prepared by

name/title	C. Jane Cox, with Ted Weihe, Chesapeake 20 Class President		
organization	Anne Arundel County Planning and Zoning	date	February 2008
street & number	Cultural Resources Divison, 2664 Riva Road	telephone	410-222-7440 (ext 3170)
city or town	Annapolis (Anne Arundel County)	state	Maryland

The Maryland Inventory of Historic Properties was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust
Maryland Department of Planning
100 Community Place
Crownsville, MD 21032-2023
410-514-7600

Maryland Historical Trust
Maryland Inventory of
Historic Properties Form

Inventory No. AA-2390

Name
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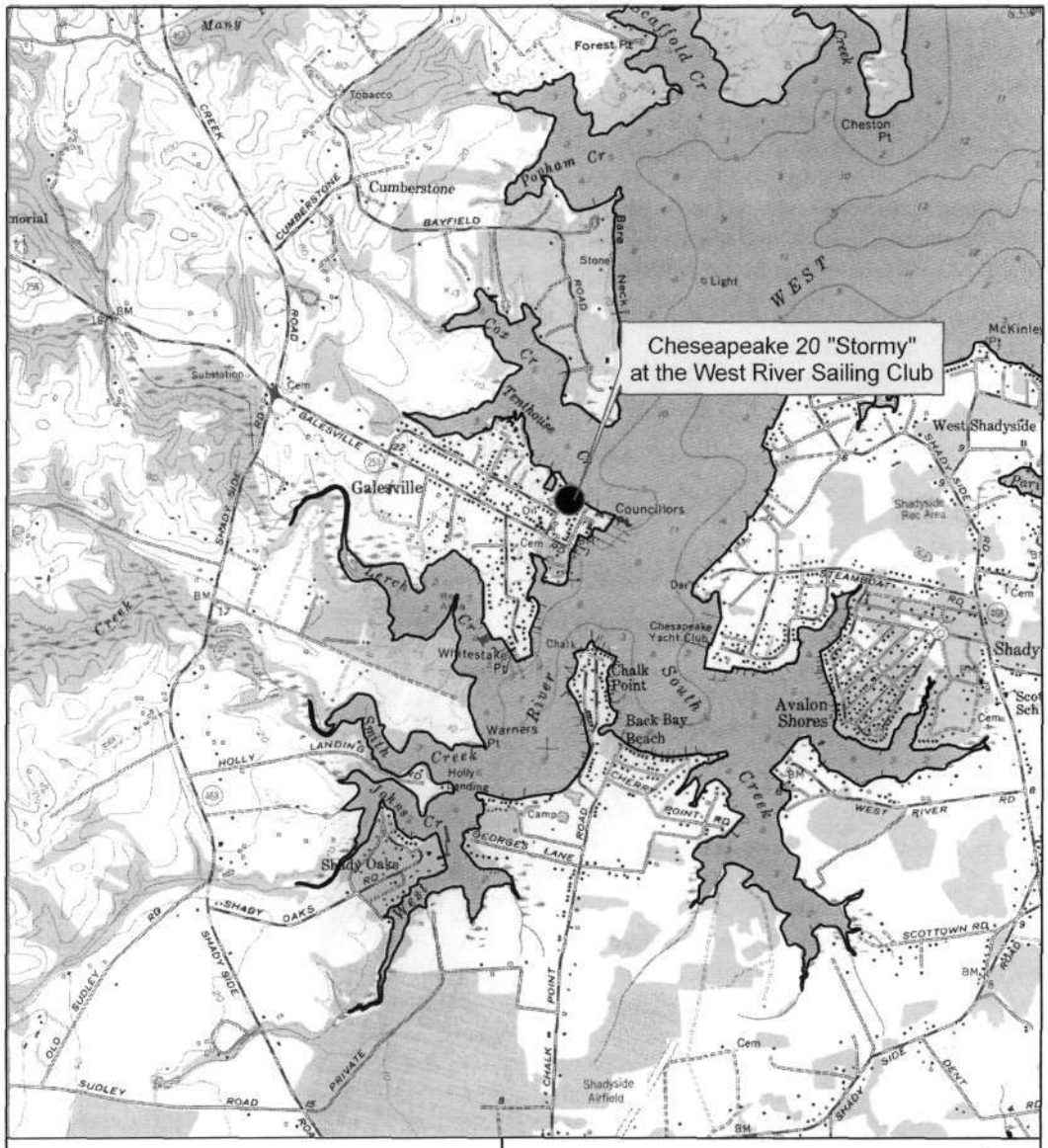
Number 8 Page 2



Chesapeake 20 "Stormy"
On shore storage location
at the West River Sailing Club.

Portion of the 7.5 Minute USGS Map,
Deale , MD